

ANNUAL REPORT

OF THE

CANAL COMMISSIONERS,

ACCOMPANIED WITH THE

REPORT OF THE SUPERINTENDENT OF MOTIVE POWER

ON THE COLUMBIA AND PHILADELPHIA RAILROAD,

FOR THE FINANCIAL YEAR ENDING 30th NOV., 1843.

---

Printed by order of the Senate of Pennsylvania, January 29, 1844.


---

HARRISBURG:

ISAAC G. M'KINLEY, STATE PRINTER.

.....

1844.



Digitized by the Internet Archive  
in 2017 with funding from

This project is made possible by a grant from the Institute of Museum and Library Services as administered by the Pennsylvania Department of Education through the Office of Commonwealth Libraries

## LETTER.

---

CANAL COMMISSIONERS' ROOM, }  
Harrisburg, Dec. 30, 1843. }

HIS EXCELLENCY, DAVID R. PORTER,  
*Governor of Pennsylvania:*

SIR:—I have the honor to transmit to you, the annual report of the Board of Canal Commissioners, for the fiscal year ending the 30th of November, 1843, together with the accompanying documents.

I have the honor to be,

Very respectfully,

Your obedient servant,

JOHN B. BUTLER, *President.*

---

## REPORT.

In presenting their annual report for the fiscal year, ending on the 30th of November, 1843, the Board of Canal Commissioners have the pleasure of exhibiting to the representatives of the people, and, through them, to the people themselves, substantial evidences of the fact, that the improvements of the Commonwealth, so far from being a burthen upon the Treasury, are capable, under judicious management, not only of maintaining the cost of their repairs and superintendence, but of yielding a revenue, at least equal to the interest on the sum expended in their construction. This remark is more particularly applicable to the main line and the Delaware division. If the other lines, being but incomplete portions of the public works, afford a revenue sufficient to pay necessary repairs, and the salaries of the officers employed upon them, it is as much as, under the circumstances, can be expected.

The amount of tolls collected upon all the lines during the year just closed, is \$1,017,841 12; whilst the expenditures, statements of which have been carefully made up by the several officers, amount to the sum of \$522,228 36; which, by deducting drawbacks, and adding increase of stock on the Columbia railroad, show an excess of receipts over expenditures, and all liabilities, of \$482,657 34.

The sum of \$186,000, appropriated by the last Legislature for the ordinary repairs of the several lines of canal and railroad, was found amply sufficient to keep the works in good order. The cost of repairing breaches during the year, is \$40,467 13.

The tolls for 1843, as compared with those of 1842, exhibit an increase of \$77,-626 43.

The revenues for the year were greatly diminished by untoward circumstances. In the fiscal year, 1842, the canal closed on the 20th of December, and opened on the 7th of March following; whilst, in 1843, the canal closed on the 25th of November, and did not open until the 7th of April. Added to this, the high flood in the Juniata in September last, caused several breaches, the extent of which being magnified, forced a large amount of tonnage to other routes. A combination among the boatmen on the

Delaware division, which lasted for several weeks, and put an entire stop to business on that line during that period, produced an additional loss of tolls, amounting to at least \$30,000.

Notwithstanding the comparatively short navigable season, and the adverse circumstances referred to, the tolls, as before stated, amount to \$1,017,841 12; and the clear profit to the Commonwealth to \$482,657 34.

This favorable result may be traced, in part, to the reduced rate of tolls, but more especially to the reduction in the price of freights, consequent upon the introduction of section boats and State trucks. A more particular reference to this important improvement in the mode of transportation, will be made in a subsequent part of this report.

The following detailed and aggregated statements exhibit the receipts and expenditures upon the several lines for the year, 1843:

#### MAIN LINE FROM PHILADELPHIA TO PITTSBURG.

##### COLUMBIA RAILROAD.

##### *Receipts.*

				Railway.	Motive Power.
Philadelphia,	-	-	-	\$99,723 29	\$87,541 45
Paoli,	-	-	-	6,241 43	3,017 42
Parkesburg,	-	-	-	10,878 82½	14,581 05½
Lancaster,	-	-	-	18,151 48	20,381 85
Columbia,	-	-	-	64,289 51	67,557 12
Schuylkill viaduct,	-	-	-	308 00	
				<hr/> \$199,592 53½	<hr/> \$193,078 89½
					199,592 53½
Total receipts,					<hr/> \$392,671 43

##### *Expenditures.*

Repairs,	-	-	-	\$55,082 09	
Motive power,	-	-	-	135,292 99	
Collectors' pay,	-	-	-	4,680 00	
Weighmasters' pay,	-	-	-	1,320 00	
Inspectors' pay,	-	-	-	2,160 00	
Printing, stationery, &c.	-	-	-	651 08	
				<hr/>	199,186 16
Excess of receipts over expenditures,					<hr/> \$193,485 27
To which add increase of stock as compared with 1842,					9,481 38
Showing a clear gain of					<hr/> <hr/> \$202,966 65

Estimated cost of repairs for 1844, \$47,400.

The number of cars which passed over the road in 1842, was 46,371; in 1843, 56,349; being an increase in 1843, of 9,978 cars.

The road, engines, fixtures, &c., are reported to be in excellent order.

It is gratifying to the Board to be able to present a statement, which furnishes the best proof of the present flourishing condition of this important branch of the public improvements. Instead of failing, as heretofore, to yield a revenue sufficient to pay its own expenses, it has, in the last two years, by the adoption of a rigid system of economy, and the dismissal of useless agents and laborers, returned to the Treasury a large profit over all its expenditures. If the same system of economy be continued and extended, it is capable, with the inevitable increase of trade, of paying more than

the interest on the cost of its construction. Estimating the cost of the construction of the roadway, and the original cost of the motive power department, at \$4,000,000, it has yielded a profit, this year, of five per cent.

For further information of the condition of the road, and of the operations upon it during the year, reference is respectfully made to the accompanying report of the Superintendent of Motive Power and Supervisor of Repairs, whose management of the multifarious duties of his office entitles him to the highest credit.

The contract which was entered into on the first of January, 1843, for carrying passengers over the Columbia and Philadelphia railroad, expires on the first day of January, 1844. Although the Board are fully satisfied with the result of the experiment, yet, not wishing to embarrass the action of their successors with a contract of that description, they have, after mature deliberation, declined to renew the contract, thus leaving the matter open for the new Board, or the Legislature.

The result has not only been satisfactory to the Board, but profitable to the Commonwealth, as is shown by the following:

*Comparative Statement of the number of miles travelled over the Columbia and Philadelphia railroad, in 1842 and 1843, together with the amount of toll received in those years from passengers.*

PHILADELPHIA—EAST.			COLUMBIA—WEST.	
MONTH.	Miles travelled. 1842.	Miles travelled. 1843.	Miles travelled. 1842.	Miles travelled. 1843.
January,	100,344	98,488	102,774	112,211
February,	104,756	76,013	113,951	84,043½
March,	158,739	95,877	170,393½	110,131
April,	211,210	165,228	200,025	160,685
May,	206,778	204,022	204,207	192,124
June,	161,828	157,901	176,721	159,509
July,	152,192	149,923	166,040½	154,844
August,	162,892	157,690	161,512	154,974
September,	158,286	154,323	174,080½	173,912
October,	163,032	169,675	189,392	190,475
November,	126,143	122,145	138,270½	148,501
Total miles,	1,706,199	1,551,285	1,797,367	1,641,409
Tolls received,	\$40,923 99	\$43,769 67	\$40,877 90	\$44,362 54

#### RECAPITULATION.

Total miles travelled.				Total tolls received.			
In 1842,	-	-	3,503,566	-	-	-	\$81,801 89
In 1843,	-	-	3,192,694	-	-	-	88,132 21
Decrease in 1843,	-	-	310,872	Increase in 1843,	-	-	\$6,330 32

It is thus shown that, although there was a decrease of 310,872 miles travelled in 1843, under the contract system, yet the increase of tolls on passengers, as compared with the previous year, is \$6,330.32. But, by making the proper comparison, and reducing the rate of tolls in 1843 to the standard of 1842, it will be seen that the Commonwealth has made a clear gain of \$14,300, by the adoption of the contract



system. In addition to this, the rates of fare were placed under the control of the Canal Commissioners. The fare by this means was reduced from \$14.00 and \$12.00, the rates of 1842, to \$9.00 on through-passengers, as well as a corresponding reduction at particular points in the way-travel. Large numbers of passengers were thus attracted to the Pennsylvania route, who would, under the former rates, have been diverted to other and rival routes.

Whilst upon this subject, the Board, from a sense of public duty, cannot refrain from again urging upon the attention of the Legislature the propriety of placing cars upon the Columbia and Philadelphia railroad, for the conveyance of passengers. This measure has been so repeatedly brought to the notice of the Legislature in former reports, as to render it unnecessary to repeat the arguments which have been advanced in its favor. The result of the experiment under the contract system, has served more firmly to convince the Board, not only of the propriety, but of the necessity, of the Commonwealth transporting the passengers in her own cars, if it be intended to make that portion of the transportation a source of revenue, or to render our works the main thoroughfare for travellers between the east and the west. Whilst the business remains in the hands of individuals, it must be a complete monopoly. Opposition, it is true, may spring up, and flourish for a few months; but experience has proven that it will soon dwindle away, and the whole business revert to a single company, which, like in times past, will be governed solely by its own interest. The rates of fare, the great inducement to travellers, will be fluctuating, and entirely beyond the control of the Commonwealth, the party having the largest interest at stake. The State has expended a large sum in the construction of the road, and it is no more than justice to her public creditors, that every source of revenue should be made available. Under the old system, which is again about to go into operation, a private company, with a capital disproportionately small, when compared with the vast outlay made by the Commonwealth, monopolized an undue proportion of the receipts from passengers.

As a remedy for the evils here pointed out, and as a matter of deep public interest, so far as revenue is concerned, the Board again recommend the placing of passenger cars upon the Philadelphia and Columbia railroad.

#### EASTERN AND JUNIATA DIVISIONS.

##### *Receipts.*

Columbia,	-	-	-	-	-	-	\$81,619 82
Portsmouth,	-	-	-	-	-	-	6,694 54
Harrisburg,	-	-	-	-	-	-	16,785 97
Newport,	-	-	-	-	-	-	4,223 75
Lewistown,	-	-	-	-	-	-	9,694 58
Huntingdon,	-	-	-	-	-	-	7,591 08
Hollidaysburg,	-	-	-	-	-	-	65,004 91
Columbia out-let locks,	-	-	-	-	-	-	7,337 48
Portsmouth out-let lock,	-	-	-	-	-	-	1,122 25
Swatara bridge,	-	-	-	-	-	-	597 39
Duncan's Island bridge,	-	-	-	-	-	-	1,312 01
Juniata aqueduct,	-	-	-	-	-	-	42 19
Total receipts carried forward,	-	-	-	-	-	-	\$202,007 97

## BOARD OF CANAL COMMISSIONERS.

7

Total receipts brought forward, - - - - - \$202,007 97

*Expenditures.*

Ordinary repairs,	-	-	-	-	-	\$32,764 89
Breaches,	-	-	-	-	-	10,924 66
Surpervisors' pay,	-	-	-	-	-	2,416 50
Lock-keepers' pay,	-	-	-	-	-	13,272 00
Collectors' pay,	-	-	-	-	-	4,068 00
Weighmasters' and Inspectors' pay,	-	-	-	-	-	1,305 00
Rent, printing and other contingencies,	-	-	-	-	-	1,557 03
						<u>66,308 08</u>

Excess of receipts over expenditures, - - - - - \$135,699 89

Estimated cost of repairs for 1844, - - - - - 54,692 00

## PORTAGE RAILROAD.

*Receipts.*

Hollidaysburg—Railway,	-	-	-	-	-	\$31,599 12
Motive power,	-	-	-	-	-	46,976 61
Johnstown—Railway,	-	-	-	-	-	27,230 85
Motive power,	-	-	-	-	-	57,437 62
Total,	-	-	-	-	-	<u>163,244 20</u>

*Expenditures.*

Railway, -	-	-	-	-	-	\$21,208 18
Motive power,	-	-	-	-	-	104,955 94
Collectors' pay,	-	-	-	-	-	1,560 00
Weighmasters' and Inspectors' pay,	-	-	-	-	-	2,520 00
Printing, stationery, &c.	-	-	-	-	-	869 09
						<u>131,113 21</u>

Excess of receipts over expenditures, - - - - - \$32,130 99

Estimated cost of repairs for 1844, - - - - - \$20,000 00

Under the head of motive power expenses on this road, is included the amount paid for trucks for the use of section boats, the construction of slips, and the passenger cars. These items, being once paid for, will constitute a portion of the permanent stock of the road, and will not, of course, be an annual charge on the fund, except for necessary repairs.

## WESTERN DIVISION.

*Receipts.*

Johnstown,	-	-	-	-	-	\$50,806 83
Blairsville,	-	-	-	-	-	1,692 50
Freeport,	-	-	-	-	-	2,148 58
Pittsburg,	-	-	-	-	-	44,012 93
Pittsburg aqueduct,	-	-	-	-	-	628 50
Total receipts carried forward,	-	-	-	-	-	<u>99,289 34</u>

Total receipts brought forward,	-	-	-	-	-	\$99,289 34
---------------------------------	---	---	---	---	---	-------------

*Expenditures.*

Ordinary repairs,	-	-	-	-	-	\$12,103 31
Breaches,	-	-	-	-	-	2,909 00
Supervisor's pay,	-	-	-	-	-	805 50
Lock-keepers' pay,	-	-	-	-	-	8,352 00
Collectors' pay,	-	-	-	-	-	2,280 00
Weighmasters' and Inspectors' pay,	-	-	-	-	-	1,695 00
Printing, stationery, &c.	-	-	-	-	-	284 56
						<hr/> 28,429 37

Excess of receipts over expenditures,	-	-	-	-	-	<hr/> \$70,859 97
---------------------------------------	---	---	---	---	---	-------------------

Estimated cost of repairs for 1844,	-	-	-	-	-	<hr/> \$18,500 00
-------------------------------------	---	---	---	---	---	-------------------

The aqueduct over the Allegheny river at Pittsburg failed during the last season, and caused a temporary suspension to the business on the Pittsburg side of the river. It was examined by competent and practical men, and was condemned as being no longer safe, or worth repairing. The Board ordered the officer in charge of the line, to advertise for proposals for the building of a new structure. Several proposals were received—and a resolution was adopted, expressing the opinion of the Board, that the work ought to be allotted, and the structure rebuilt. But, having no money at command for so expensive a work, they thought it their duty to await the meeting of the Legislature, in the expectation that early measures would be taken by that body for its reconstruction, and that a specific appropriation would be made of a sum sufficient for that purpose. It will be necessary that some such course shall be taken before any thing can be done towards replacing it.

The estimate of rebuilding the aqueduct, is not included in the sum of \$18,500 00 required for the repairs of the Western division. The cost will depend upon the plan which may be adopted for the new structure.

## RECAPITULATION—MAIN LINE.

	Expenditures.	Receipts.
Columbia railroad,	\$199,186 16	\$392,671 43
Eastern and Juniata divisions,	66,308 08	202,007 97
Portage railroad,	131,113 21	163,244 20
Western division,	28,429 37	99,289 34
	<hr/> 425,036 82	<hr/> 857,212 94
Deduct expenditures,	-	425,036 82
		<hr/> 432,176 12
Excess of receipts over expenditures,	-	432,176 12
Deduct drawback on flour and pork,	-	22,436 80
		<hr/> 409,739 32
Add increase of stock on the Columbia railroad,	-	9,481 38
		<hr/> 419,220 70
Clear profits of main line for 1843,	-	<hr/> <hr/> 419,220 70

The tolls received on the main line in 1842, amounted to \$762,949 48—which shows an increase for 1843, of \$94,263 46.

At some of the offices, doing a mere local business, the receipts have fallen off in consequence of the reduction of tolls. The principal increase has been at the five offices at which the through-business is cleared, viz : Philadelphia, Columbia, Holli-



daysburg, Johnstown, and Pittsburg. This fact proves, that the reduction of tolls, the introduction of section boats, and the reduction of freights, which necessarily followed the establishment of individual competition in the business of transportation, have tended to increase the amount of tonnage, and to give to our works a still higher character as the best route to a market, between the western waters and the Atlantic seaboard.

Some useful statements, in reference to the increase of tonnage, will be found under the head of Section Boats and State Trucks.

## DELAWARE DIVISION.

<i>Receipts.</i>							
Easton,	-	-	-	-	-	-	\$74,622 11
New Hope,	-	-	-	-	-	-	3,446 18
Bristol,	-	-	-	-	-	-	14,197 12
Total,	-	-	-	-	-	-	<u>92,265 41</u>

<i>Expenditures.</i>							
Ordinary repairs,	-	-	-	-	-	-	\$9,388 03
Breaches,	-	-	-	-	-	-	7,331 30
Supervisor's pay,	-	-	-	-	-	-	805 50
Lock-keepers' pay,	-	-	-	-	-	-	1,846 40
Collectors' and weighmaster's pay,	-	-	-	-	-	-	2,400 00
Rent, printing and other contingencies,	-	-	-	-	-	-	782 69
							<u>22,553 92</u>

Excess of receipts over expenditures,	-	-	-	-	-	-	<u>\$69,711 49</u>
---------------------------------------	---	---	---	---	---	---	--------------------

Estimated costs of repairs for 1844,	-	-	-	-	-	-	\$10,500 00
--------------------------------------	---	---	---	---	---	---	-------------

A combination among the boatmen on this line, put a stop to business for several weeks of the busiest portion of the year. A loss of revenue, was thereby sustained, of at least \$30,000. Notwithstanding this drawback, the excess of receipts over expenditures exhibits a profit of about five per cent. on the original cost of construction of this division.

## SUSQUEHANNA, NORTH AND WEST BRANCH DIVISIONS.

<i>Receipts.</i>							
Liverpool,	-	-	-	-	-	-	\$ 6,251 69
Northumberland,	-	-	-	-	-	-	14,959 29
Berwick,	-	-	-	-	-	-	25,578 80
Williamsport,	-	-	-	-	-	-	5,611 12
Dunnstown,	-	-	-	-	-	-	9,805 16
Total,	-	-	-	-	-	-	<u>62,206 06</u>

<i>Expenditures.</i>							
Ordinary repairs,	-	-	-	-	-	-	\$27,121 86
Breaches,	-	-	-	-	-	-	19,302 17
Supervisors' pay,	-	-	-	-	-	-	2,416 50
Collectors' pay,	-	-	-	-	-	-	3,240 00
Lock-keepers' pay,	-	-	-	-	-	-	5,367 00
Weighmaster's and inspectors' pay,	-	-	-	-	-	-	840 00
Rent, printing and other contingencies,	-	-	-	-	-	-	939 27
							<u>59,226 80</u>

Excess of receipts over expenditures,	-	-	-	-	-	-	<u>2,979 26</u>
---------------------------------------	---	---	---	---	---	---	-----------------

Estimated cost of repairs for 1844,	-	-	-	-	-	-	\$34,000 00
-------------------------------------	---	---	---	---	---	---	-------------

## ANNUAL REPORT OF THE

## BEAVER, SHENANGO AND FRENCH CREEK DIVISIONS.

*Expenditures.*

Repairs,	-	-	-	-	-	-	\$11,320 33
Supervisor's pay,	-	-	-	-	-	-	805 50
Lock-keepers' pay,	-	-	-	-	-	-	1,560 00
Collectors' pay,	-	-	-	-	-	-	1,400 00
Rent, printing and other contingencies,	-	-	-	-	-	-	324 99
Total,	-	-	-	-	-	-	15,410 82

*Receipts.*

Bridgewater,	-	-	-	-	-	\$3,833 44	
Junction,	-	-	-	-	-	1,896 92	
Hartstown,	-	-	-	-	-	426 35	
							6,156 71
Excess of expenditures over receipts,	-	-	-	-	-		\$9,254 11
Estimated cost of repairs of Beaver division in 1844,	-	-	-	-	-		\$2,356 00

As the Erie extension, from New Castle to Erie, and the French creek feeder, have been transferred to the Erie canal company, the Beaver division alone remains under charge of the State officers. A large portion of the expenditures, above enumerated, were for repairs on the lines which have since been transferred.

## GENERAL SUMMARY.

	Expenditures.	Receipts.
Maine line,	\$425,036 82	\$857,212 94
Delaware division,	22,553 92	92,265 41
Susquehanna, North and West Branches,	59,226 80	62,206 06
Beaver, Shenango and French creek,	15,410 82	6,156 71
	\$522,228 36	1,017,841 12
Deduct expenditures,	-	522,228 36
Excess of receipts over expenditures,	-	\$495,612 76
Deduct drawback on flour and pork,	-	22,436 80
		473,175 96
Add increase of stock on Columbia railroad,	-	9,481 38
Clear profits of all the works for 1843,	-	482,657 34

It is proper to observe that the utmost care has been taken in making up the expense account, and that the expenditures include not only the amount paid during the year, but all the liabilities incurred.

## GENERAL TABLE OF TOLLS RECEIVED IN 1843.

*Canal.*

Easton,	-	-	-	-	\$74,622 11
New Hope,	-	-	-	-	3,446 18
Bristol,	-	-	-	-	14,197 12
Columbia,	-	-	-	-	81,619 82
Portsmouth,	-	-	-	-	6,694 54

## BOARD OF CANAL COMMISSIONERS.

11

Harrisburg,	-	-	-	-	-	16,785 97
Newport,	-	-	-	-	-	4,223 75
Lewistown,	-	-	-	-	-	9,694 58
Huntingdon,	-	-	-	-	-	7,591 08
Hollidaysburg,	-	-	-	-	-	65,004 91
Johnstown,	-	-	-	-	-	50,806 83
Blairsville,	-	-	-	-	-	1,692 50
Freeport, (including aqueduct,)	-	-	-	-	-	2,148 58
Pittsburg,	-	-	-	-	-	44,012 93
Bridgewater,	-	-	-	-	-	3,833 44
Junction,	-	-	-	-	-	1,896 92
Hartstown,	-	-	-	-	-	426 35
Dunnstown,	-	-	-	-	-	9,805 16
Williamsport,	-	-	-	-	-	5,611 12
Berwick,	-	-	-	-	-	25,578 80
Northumberland,	-	-	-	-	-	14,959 29
Liverpool,	-	-	-	-	-	6,251 69
Columbia out-let locks,	-	-	-	-	-	7,337 48
Portsmouth out-let lock,	-	-	-	-	-	1,122 25
Swatara bridge,	-	-	-	-	-	579 39
Duncan's Island bridge,	-	-	-	-	-	1,312 01
Juniata aqueduct,	-	-	-	-	-	42 19
Pittsburg aqueduct,	-	-	-	-	-	628 50
Total canal,	-	-	-	-	-	<u>\$461,925 49</u>

*Railroad.*

					Railway.	Motive Power.
Philadelphia,	-	-	-	-	\$99,723 29	\$87,541 45
Paoli,	-	-	-	-	6,241 43	3,017 42
Parkesburg,	-	-	-	-	10,878 82½	14,581 05½
Lancaster,	-	-	-	-	18,151 48	20,381 85
Columbia,	-	-	-	-	64,289 51	67,557 12
Hollidaysburg,	-	-	-	-	31,599 12	46,976 61
Johnstown,	-	-	-	-	27,230 85	57,437 62
Schuylkill viaduct,	-	-	-	-	308 00	
					<u>\$258,422 50½</u>	<u>\$297,493 12½</u>

## RECAPITULATION.

Canal,	-	-	-	-	-	\$461,925 49
Railway,	-	-	-	-	-	258,422 50½
Motive power,	-	-	-	-	-	297,493 12½
Total for 1843,	-	-	-	-	-	<u>\$1,017,841 12</u>
Tolls received in 1842,	-	-	-	-	-	940,213 69
Increase in 1843,	-	-	-	-	-	<u>\$77,627 43</u>

Summary Statement of Tolls in 1842 and 1843.

LINES.	1842.	1843.	Increase.	Decrease.
Main line, - -	\$762,949 48	\$857,212 94	\$94,263 46	
Delaware division, -	94,459 08	92,265 41		\$2,193 67
Susquehanna and branches,	76,112 14	62,206 06		13,906 08
Beaver, Shenango & French creek,	6,692 99	6,156 71		536 28
	\$940,213 69	1,017,841 12	94,263 46	16,636 03
Deduct decrease, - -	- -	- -	16,636 03	
Increase in 1843. - -	- -	- -	\$77,627 43	

Estimated cost of repairs for 1844.

Columbia railroad, - - -	\$47,400
Eastern and Juniata divisions, - -	54,692
Portage railroad, - - -	20,000
Western division, - - -	18,500
Delaware division, - - -	10,500
Susquehanna, North and West Branches, -	34,000
Beaver division, - - -	2,356
Total, - - -	\$187,448

This estimate does not include any thing for the rebuilding of the Pittsburg aqueduct, or for the repair of road and farm bridges. A large portion of the fund appropriated for the repairs of 1842, was applied by the Commissioners of the Internal Improvement Fund to debts due previous to that year.

SECTION BOATS AND STATE TRUCKS.

The Board feel constrained to refer again to the subject of transportation by section boats and trucks. The business of the last year has tested the superiority of this system over all others heretofore adopted upon our improvements. The mixed character of the lines, being composed in part of canals and railroads, is peculiarly adapted to this mode of transportation. It has proved to be eminently successful in reducing the prices of freight, in bringing trade upon the line, and in increasing the revenues. It has triumphed over opposition, and has overcome even the prejudices that had been engendered against it. Several of the old lines that warred and combined against it, have, in part, adopted this mode of transportation ; and others are making arrangements to do so. This may be considered an important triumph for the main line of our improvements, as it will ensure, at all times, an active competition for the trade ; keep down the price of freights ; and render our works permanently productive, and the trade prosperous. The business tables accompanying this report, will show, that section boats have prevented those combinations among the transporters, which have proved so disastrous and deleterious to the trade ; that prices, instead of fifty cents to one dollar and fifty cents per one hundred pounds over and above all tolls, as in former years, have been, by means of this kind of competition, and the introduction of State trucks, reduced to from five to twenty-five cents per one hundred pounds over tolls.— No person, in the least acquainted with the business upon the line, will question or doubt the fact, that these salutary results have been effected by the introduction of section boats, and the use of State trucks in conveying them over the railroads.



The reduction in the rates of toll during the year, have been very great, and they are now so low that any interference with the plan of transportation, by means of trucks and section boats, will be injurious to the trade, as well as to the revenues. Low tolls require corresponding low freights. They should go together, and must exist reciprocally. If the section boat and truck system be abandoned, the tolls must be raised, or the revenues will be greatly diminished, as it is confessedly by that system alone that freights can be kept down, and the tonnage increased upon our State improvements. The present season's business, both as it respects tonnage and tolls, fully demonstrates this.

It is said by those opposed, and who wish to discredit the advantages derived from the section boat system, that the great increase of tonnage this year is owing to the increase of western productions. In reply to this assertion, the Board will merely say that a *decrease* of tolls on works running through a great agricultural State, like Ohio, is surely proof of the existence of some other cause of the *increase* upon ours than the one they assign. But the falsity of their allegation is proved by the fact that the tolls on the Ohio canal have fallen off \$82,555 40, during the year 1843; and on all improvements of that State, the loss from last year, amounts to \$33,720 88.

The Board consider this system as completely established; and if it shall be guarded, protected and fostered, as they confidently trust it will be, and the facilities afforded which are necessary to give full scope to all who have embarked, and who will engage in this enterprize, the trade and business must inevitably continue to increase, until our canals and railroads shall be literally covered with boats, bearing products and goods to and from the cities and towns on our eastern seaboard, and the western waters. This result the Board consider no longer problematical, but as reduced to a certainty. The products are grown; the goods are manufactured; the demands for them are pressing and imperative; and they will inevitably find their market and destination through our channel. Heretofore, they have been taken coastwise by New Orleans, by the Ohio improvements, the Lakes, and New York canals, and sometimes even over the Cumberland route, to Wheeling and Baltimore. Fortunately for our own State, it is no longer a question as to the means of bringing them through the Pennsylvania improvements. The section boat system has already diverted much of this trade through our own channel; and it only requires an increase of the means, to increase four-fold the business which has been driven from the Pennsylvania canals. Last year's business has established this to be an attested fact and experimental truth.

Section boats are increasing and multiplying almost daily; the enterprize is popular; and the spirit is rife and awake for its prosecution. Business men in the east as well as the west, are enlisted in its favor; and in numerous instances have become its voluntary advocates and patrons. It is conscientiously believed that a liberal and favoring policy on the part of the present Legislature, will be an effectual guarantee to its immediate and entire success. An additional number of trucks are indispensable to the full success and perfection of this system. Detentions at the slips, and loss of time for the want of trucks, will be most injurious to the public interests, as well as disastrous to the shippers and owners, and destructive to the boatmen themselves. There are now upon both railroads only eighteen sets or trains of trucks; whereas twenty-five trains are needed upon the Portage, and at least twenty-trains upon the Columbia railroad, to do the business without any detention.

It is estimated that twenty-five trains of trucks upon the Allegheny Portage, and twenty upon the Columbia railroad, will be sufficient for the business of the ensuing year, and prevent those ruinous detentions which took place during the past year, and which were so detrimental to the State, as well as to the transporters using section boats. The Legislature will be earnestly petitioned and anxiously appealed to on this subject, shortly after it has assembled; and it is confidently hoped that that body will authorize the building of from twenty to twenty-seven additional trains of trucks, and also provide the means for having them promptly procured. It will be seen by the reports of the several collectors, detailing the operations and business of the section boats, that the revenues derived from the State trucks in conveying them over the railroads, is entirely disproportioned to the amount of their cost. The revenues derived

from their use, show them to be by far the most profitable stock ever owned by the State, compared with the small amount of capital expended in their purchase. During the last season, there were about ninety section boats running upon the main line, and a number of others are now in the course of construction. This renders it imperative that additional sets of trucks should be immediately placed upon both railroads.

Under these circumstances, the public interest, the demands of trade, the credit of our improvements, the spirit of competition and enterprize, all require that there should be prompt and efficient action upon a subject so important to trade and revenue, and so intimately connected with the future prosperity of the carrier, the citizen, and the Commonwealth. The Board earnestly recommend a direct appropriation for the purchase of the additional trucks required, as well as to pay the balance due on those already constructed. Such an appropriation would give confidence to the friends of the system, and bring on our line a considerable amount of tonnage, which, from the present limited number of trucks, may be induced to seek other channels. It would likewise enable the Canal Commissioners so to simplify the scale of tolls, that unfounded complaints of interested opponents of the system, could be easily exposed, even by those not engaged in the business of transportation.



It is thus shown, that the section boats have paid, during the year, at the five principal offices. \$114,227 47—of which \$16,651 65 were for the use of trucks. Another important fact is exhibited by this statement. Loud complaints have been made, and much clamor indulged in, by an interested few, against the rates established for the use of the State trucks. Assertions were made, and tabular statements manufactured to support those assertions, that the tolls, as fixed by the Board, were unequal, and oppressive upon the individuals pursuing the old method of transportation—that section boats paid less toll for passing over the railroads than if the tonnage was transported in cars, and that if this inequality was not removed, the old transporters would be driven from the lines. The above table proves these assertions to have been totally without foundation. Instead of section boats having paid less than would have been charged the transporters who carry upon the old system, the returns show, that these boats have actually paid \$4,881 23 more than if the same amount of tonnage had been conveyed over the railroads in burthen cars.

As the increase of tonnage and tolls for 1843, is attributable to the section boat system, and to the reduction of tolls and freights, the following statement of the quantity of the principal articles shipped from and received at Pittsburg by the canal, has been carefully compiled from the books of the Collector's office at that place. As the tonnage is given both east and west, it is unnecessary to swell out this report with similar statements from the office at the eastern termination of the line.

## S T A T E M E N T

*Of the leading Articles shipped from and received at Pittsburg by the Canal, in the years 1842 and 1843.*

## SHIPPED EASTWARD FROM PITTSBURG.

Articles.				1843.	1842.	Increase in 1843.
Flour,	-	-	barrels	130,858	114,103	16,755
Bacon,	-	-	pounds	23,004,922	13,286,223	9,718,699
Butter and cheese,	-	-	"	1,433,266	956,454	476,812
Lard and tallow,	-	-	"	2,673,436	1,362,685	1,310,751
Pork,	-	-	barrels	3,124	2,658	466
Wool,	-	-	pounds	2,500,789	1,268,733	1,252,056
Cotton,	-	-	"	1,080,337	952,985	127,352
Hemp,	-	-	"	1,289,236	147,806	1,141,430
Tobacco,	-	-	"	18,173,849	13,998,348	4,175,501
Whiskey,	-	-	gallons	115,242	65,076	50,166
Oil,	-	-	"	45,661	10,130	35,531
Sundries,	-	-	pounds	2,661,312	1,651,889	1,009,423



## BROUGHT WESTWARD TO PITTSBURG.

Articles.	1843.	1842.	Increase in 1843.
Hardware, - - - pounds.	5,228,527	2,324,519	2,904,008
Queensware, - - - "	1,750,075	1,080,175	669,900
Mdze. including bro. muslins, - - - "	21,390,266	14,540,412	6,849,854
Groceries including coffee, - - - "	13,061,951	4,952,577	8,009,374
Tobacco, manufactured, - - - "	431,238	368,618	62,620
Leather, - - - - - "	372,402	30,642	341,760
Drugs and dye stuffs, - - - - - "	769,091	182,193	586,898
Oil, - - - - - gallons.	33,610	16,355	17,255
Clay and gypsum, - - - tons.	317	196	121
Salt, - - - - - bushels.	211,392	188,508	22,884
Blooms, - - - - - pounds.	17,838,936	14,106,698	3,732,238
Sundries, - - - - - "	1,523,453	905,407	618,046

Increase on the above twelve items shipped eastward 23,760,854 pounds, or 11,880 tons.

Increase on the eleven items brought westward (omitting salt) 24,289,248 pounds, or 12,144 tons.

*Comparisons of aggregate tonnage, &c. in 1842 and 1843.*

Total shipped eastward from Pittsburg, in 1843,  
exclusively of country trade, and freight to Spang's

iron works, - - - - - 96,572,937 lbs. or 48,286 tons.

Total, excluding as above, in 1842, - - - 63,446,015 lbs. or 31,723 tons.

Increase in 1843, - - - - - 33,126,922 lbs. or 16,566 tons.

Total brought westward in 1843, - - - 68,324,663 lbs. or 34,162 tons.

Do. do. do. 1842, - - - 43,087,001 lbs. or 21,543 tons.

Increase in 1843, - - - - - 25,237,662 lbs. or 12,619 tons.

The following will show that the above is an accurate statement :

Shipped on the old system from Pittsburg in 1843, 59,006,911 lbs. or 29,303 $\frac{1}{2}$  tons.

Shipped by portable boats, - - - 28,067,097 lbs. or 14,033 $\frac{1}{2}$  tons.

Do. by sundry transient boats, - - - 9,498,929 lbs. or 4,749 tons.

Total, - - - - - 96,572,937 lbs. or 48,286 tons.

Total cleared at Pittsburg office, per daily aggregate  
tonnage account, including country trade, in 1843, 111,133,554 lbs. or 55,566 $\frac{3}{4}$  tons.

Total in regular boats as above, - - - 96,572,937 lbs. or 48,286 tons.

Local trade omitted in the above statement, 14,560,617 lbs. or 7,280 $\frac{3}{4}$  tons.

Shipped by the seven old lines in 1842, 57,614,150 lbs. or 28,707 tons.

By transient boats, - - - 6,231,865 lbs. or 3,016 tons.

Aggregate for 1842, as above, eastward, - - 63,446,015 lbs. or 31,723 tons.

The section boats paid over one-third of the tolls received on through-freight during the year at the Pittsburg office.

Notwithstanding these results, so highly favorable to the public interests, the strenuous efforts which have been made to break down the section boat system, and to restore the old mode of transportation, will no doubt be continued. In May last, several members of the old lines of transportation, impelled by the cupidity which has ever marked the course of those who have for years reaped the fruits of a monopoly, caused a writ of mandamus from the Supreme Court of the Commonwealth, to be served upon the Canal Commissioners, enjoining upon the Board to show cause why the court should not make the writ peremptory, and thereby to compel the Commissioners to annul the contract made for carrying passengers over the Columbia and Philadelphia railroad, and to impose a higher rate of toll on section boats using the State trucks. The case was ably argued before the court—the appellants were defeated in this singular mode of endeavoring to compel the State to give them a monopoly of her own works, erected at a heavy expense—and the Canal Commissioners were fully sustained in the legality of the measures which they had adopted. The object of the appellants evidently was to compel the Board, through the judicial power of the court, not to impose a rate of toll founded upon the principles of justice and equity—for the section boats were paying a higher rate of toll than the old transporters—but to levy such tolls upon boats using the State trucks, as, in addition to the regular toll, would equal the amount of expenses incurred by the appellants for ware-houses, clerk hire, agents, &c., at their several points of transshipment. But the effort found as little favor from the court, as it will assuredly receive from the Legislature and the people. An object so violative of every principle of justice, needs only to be properly understood to be indignantly repudiated. In fixing the rates of toll for the use of the trucks, the Board endeavored to do equal justice to all parties. The experience of the year has shown that they have not fallen short of their intention.

A copy of the return of the Board to the writ, and the decision of the Supreme Court, are appended to this report.

#### ERIE EXTENSION.

On the first of August last, the Board gave possession of the Erie extension of the Pennsylvania canal, including the French creek feeder, to the company chartered by an Act of the last Legislature. It was at the time a matter of sincere regret to the Board, that the Legislature should have deemed it politic to make such a disposition of that line of the State improvements, and subsequent reflection has confirmed the objections which they then entertained.

On the completion of the Conneaut line, the Beaver division also passes into the hands of the company, agreeably to the terms of the charter. They will then have possession of the entire canal, extending from the town of Erie, to the Ohio river, at Beaver, when it will, unquestionably, become a continuation of the New York canal, forming a connected line of water communication, from the North river, at Albany, via Buffalo and the lake, to Erie; thence, through Pennsylvania, to the Ohio river, at the mouth of Beaver, twenty-eight miles below the city of Pittsburg. It is, therefore, in a most favorable position to become an active competitor for the western trade; and the Board have no hesitation in saying, that it will become a formidable and successful rival to the main line of our State improvements, by diverting both the trade and the travel from Philadelphia and Pittsburg, from and through which cities, we derive most of the business that is done upon the line of canals and railroads constructed between them.

This portion of our improvements given to the company, including the French creek feeder and Beaver division, is one hundred and sixty-three and one-fourth miles in length, and is estimated to have cost the State upwards of \$4,000,000. With a work of such magnitude, requiring only about \$250,000 for its completion, and granted to the company without consideration or restrictions, it is evident that they will be enabled to make enormous profits, at very reduced rates of toll, for the business done upon it. That this will be the course of policy pursued—that every inducement will be offered,



on the part of the company and of New York, to divert the trade and travel of the Ohio river through that channel, to Erie and Buffalo, and thence to the city of New York, is a matter about which no reasonable doubts can exist. The motives for adopting such a policy, and the ease with which the object may be attained, will appear evident from a view of the geographical position of the Erie extension, and the main line of our State improvements, the former extending from the Ohio river, at Beaver, directly toward Buffalo and the New York canal; the latter from the Ohio river, at Pittsburg, through Pennsylvania, to the city of Philadelphia.

From the well known policy of New York, and the spirit of enterprize evinced by her citizens on all such occasions, it would be indeed strange, should that State neglect to seize with avidity the advantages thus offered, by which she can increase and extend her trade, and cripple and curtail that of a neighboring and rival State. That such advantages should be thrown into the hands of a company, and gratuitously conferred upon the people of a foreign State, by our own representatives, is no less remarkable than it is humiliating to the pride of our citizens, and destructive to the prosperity of the Commonwealth.

Our line of canals and railroads between Pittsburg and Philadelphia have, already, to contend against fearful odds for the trade of the Mississippi and Ohio rivers, and their thousands of miles of tributaries. The products of the accessible and prolific regions bordering upon these rivers are immense; and it has ever been the object and policy of the citizens of New York, to secure the whole of this vast trade to themselves, in order to make it a fruitful source of revenue to the State, and to concentrate it in their great commercial metropolis. The company chartered by our Legislature, and which is now in possession of the Erie extension, will give to the people of New York additional means and facilities for attaining their cherished object of monopolizing the western trade, and consummating their ambitious purpose of keeping in advance of Pennsylvania. As soon as the company shall have completed this work, and obtained the control of the canal from the Ohio river to the lake, we shall, no doubt, see a daily line of packets established between Beaver and Erie, in order to intercept all the travel that shall pass the Ohio canal at Portsmouth, or the National road at Wheeling, and to take the passengers by the way of Erie and Buffalo to the State of New York. And, should the project of canal steam packets, which is now engaging public attention, prove successful, we may expect it to be early adopted on this route, and the difference in distance obviated by a reduction of tolls, and an increase of speed. Nor can it be supposed that it will be otherwise with the staple articles of all western produce. New York will adopt a system of drawbacks or premiums, or perhaps a direct bonus to the company owning the line to Erie, for each passenger, and every hundred pounds of freight ascending the Ohio river, and diverted from Pittsburg and the Pennsylvania canal. She can well afford to do so, out of the consequent increase of tolls upon her own extensive improvements; and the result will be, that bacon, lard, pork, whiskey, flour, furs and peltries, hemp, cotton, tobacco, &c. &c. seeking an eastern market, will be turned away from Pennsylvania, in spite of every possible effort to avert or counteract the effects of the measures of policy that will be adopted on the part of the company and of New York.

In closing their remarks upon this important subject, the Board deem it their duty to revert to the fact, that there is a pre-emption clause, or reserved right, on the part of the State, in the charter or act giving the Erie extension, to a company, which enables the Commonwealth to resume possession of this improvement at any time, by paying the principal and interest expended by said company up to the period of such resumption. It is, therefore, sincerely hoped, as well for the credit as for the interest of the State, that the present Legislature will avail itself of this provident reservation, and again get possession of that line; for the Board can conceive of no sacrifice to be made in regaining this work, that will at all compare with the ruinous consequences to our carrying trade, by permitting it to remain in the hands of a company of individuals, whose manifest interest it will be to make it tributary to the New York improvements, and subservient to the prosperity of the people of a foreign State, instead of advancing the resources, and increasing the revenues of the citizens of Pennsylvania.

## THE FRANKLIN LINE.

The Franklin line, extending from its junction with the French creek feeder, to the town of Franklin, a distance of twenty-two and a quarter miles, has, since the feeder line and the Erie extension have been transferred to the company chartered by the last Legislature, become totally disconnected from any other portion of the improvements of the Commonwealth. The work, in its present dilapidated condition, whilst it obstructs the free navigation of the creek, affords no channel of transportation to the inhabitants bordering on the line. By the annual report of the Board in 1842, it appears that a thorough repair of this line would cost \$137,144 36. The propriety of expending so large a sum upon an isolated line, which, under the most favorable circumstances, cannot yield a revenue sufficient to keep it in ordinary repair, is not easily to be perceived. The Board, during the year, withheld any appropriation for repairs; the collector's office has been dispensed with, and the lock-keepers and laborers dismissed—leaving the question of repair, or entire abandonment, to the decision of the Legislature.

## WESTERN AND EASTERN RESERVOIRS.

Over \$150,000 have been expended in the construction of the Eastern and Western reservoirs. Both of these important works are now entirely useless for any purpose; and the property is going to waste. The machinery, castings, and the whole works are in progress of dilapidation, and must soon be entirely swept away. Considering the great loss sustained by the interruptions to the navigation during the dry seasons, especially on the eastern side of the mountains; and as the expense of placing them in a condition to be used for the purposes for which they were designed, will be comparatively small, it is unquestionably the true policy to complete them; as, by so doing, the State will preserve what has been already expended upon them, and secure a permanent navigation during all portions of the season.

As a large increase of trade may be confidently looked for upon the main line, every facility should be afforded to a free and uninterrupted navigation. In the summer months, it frequently happens, for weeks at a time, that boats are unable to navigate the upper levels of the Western and Juniata divisions, with more than half loads.—This obstruction naturally tends to increase the expense of transportation, and to operate in favor of other routes. To obviate this serious difficulty, these reservoirs, which, when completed, will afford a sufficient supply of water at all seasons, were commenced. Their original estimated cost was \$288,000, of which over \$150,000 have been expended. The expense of their completion sinks into insignificance when compared with their importance to the main line. If the Legislature should not deem it proper to order them to be finished at this time, a small appropriation should be made to secure the work already done, from entire destruction.

## WATER POWERS ON THE CANALS.

The policy of making every thing available and productive connected with the improvements, is admitted and manifest. The surplus water at the dams, and which has been running round the locks uselessly and unemployed for many years, could have been rendered useful to the citizen, and productive to the Commonwealth, if they had been disposed of for milling and manufacturing purposes. If they had been given away even, it had been better at this day, and for all time to come, as it would have developed the resources of the State, encouraged and induced the raising of agricultural products, the mining of coal, the exploring for iron, the establishment of manufactories, the erection of saw mills, the making of lumber, and thus would have produced a yearly increase of business upon our canals and railroads, and a progressive annual increase of revenues from the additional transportation which they would create. It has



been the anxious desire of the present Board to see these new sources of enterprize and revenue brought into use ; and, as far as it has been practicable, arrangements have been made to lease them out for the purposes for which they are so well adapted. But from the constant calls upon their attention to the business which more immediately appertains to the duties of their office, the Board have not been able to dispose of these water privileges except comparatively in a few instances.

In the report of the Canal Commissioners last year, is inserted a table giving the names of the divisions, number, situation, and feet head and fall, of all the water privileges upon the several lines of our improvements, amounting, in all, to eighty situations, at which the surplus water may be disposed of to the great advantage of the country and its citizens, and with equal benefit to the business of our canals, and to the revenues of the State. To that table, and to the remarks which accompanied it, setting forth more strongly and at large, than is now done, the importance of this subject to the agricultural, manufacturing and commercial interests of the State, the Board respectfully beg leave to refer, believing, as they do, that many cogent reasons and arguments in favor of disposing immediately of the surplus water privileges, are there presented.

#### ROAD AND FARM BRIDGES.

The expenses attending the rebuilding and repair of the numerous bridges crossing our canals, during former years, have been very great. The amount of money expended for these objects is supposed to be at least one-fourth of that which has been required for the ordinary repairs on all the lines of our extensive improvements. The justice or propriety of this expenditure, the present Board have denied and invariably opposed ; and they had determined to expend no further sums for these objects, unless specific appropriations for such a purpose should be made by the Legislature. It certainly was not originally contemplated that road and farm bridges should be rebuilt and kept up by the State ; or that any expense should be incurred except for aqueducts, turn and towing-path bridges, and such other repairs as should be necessary to keep the lines navigable and in order. This is manifest from the fact, that these farm bridges were originally considered to be private property, and were built in lieu of damages sustained by dividing farms through which the canals and railroads were constructed ; and at the time of their construction it was so considered by the farmers themselves. In all cases on the main line, where a farm was divided, when good fences were made, and a bridge built, at public expense, it was considered by the farmers and the then Commissioners that they had no further claims upon the Commonwealth, and that they were compensated in full and forever. This construction is also confirmed by the fact, that no law making it the duty of the Canal Commissioners to rebuild and repair private bridges, was passed until 1835, a period long subsequent to the construction of the canal, and after the bridges then built had begun to fail and decay. It appeared to the present Board to be so unequal and unjust, that farmers residing in counties remote from the improvements—Clearfield, Warren, Tioga, M'Kean, Pike, Potter, Wayne, Monroe, Washington, Fayette, Greene and Somerset, for instance, situated a great distance from the canal, and deriving but few advantages from it—should be taxed for bridges which are exclusively a private benefit, that they called the attention of the Legislature to the subject in their last annual report. They also stated that for ordinary repairs for the canals and railroads, the sum of \$186,300 would be required ; and that if bridges were to be kept in repair and rebuilt at the expense of the State, then an additional appropriation, equal to one-fourth of that amount would be necessary. The Legislature did not make such appropriation, but discussed a law reported by the Committee on Inland Navigation, to relieve the State from a partail and pensioning system, which annually appropriates thousands of dollars of the public moneys to men, who, instead of being injured, are, in reality, greatly benefited, and who derive advantages over their distant neighbors ; and this class of men will continue to be benefited by the facilities afforded, and the enhanced value of their lands, by reason of their proximity to the canal, not only during a life in being, but these benefits will continue to increase, and descend even to their posterity.

Having adopted this view of the subject, and as no appropriation had been made by the Legislature, the Board deemed it improper to apply any money to these objects ; and, on the 29th of April last, passed the following preamble and resolution, which were sent to all the Supervisors on the lines, as a rule and direction to them, viz :

“WHEREAS, The subject of repairing road and farm bridges was referred to the Legislature at its late session ; *and whereas*, that body has adjourned without making any appropriation for such repairs : Therefore,

“Resolved, That the Supervisors on the several lines of canal and railroad be instructed not to repair or rebuild any road or farm bridge, until the Legislature take action upon the subject.”

With these views, the subject is again referred to the Legislature. If that body should differ from the opinion entertained by the Board, and direct these bridges to be rebuilt and repaired, an appropriation of \$63,300 will be required for that purpose for the ensuing year, that sum being the estimate made up from the reports of the several Supervisors.

#### WIRE AND HEMPEN ROPES.

The ropes for the inclined planes and ferries on the line of our improvements, have hitherto been an enormous annual expense to the State. They are made of hemp, and, upon an average, it is believed that they do not last more than one season. There are ten required for the planes on the Allegheny Portage railroad, one for the Schuylkill plane, one for the Millerstown ferry, and one for each of the slips for hauling out section boats at Columbia, Hollidaysburg, and Johnstown. The average cost of each of these ropes is about \$2,333.00, requiring an aggregate yearly expenditure of \$35,000.00 merely for cordage, to do the work upon the main line of our improvements.

It has been an object with the Canal Commissioners to reduce this heavy expense, if at all practicable. For that purpose, they ordered a wire rope for plane No. 3, of the Allegheny Portage railroad, last year, which was used a considerable portion of last season, and the whole of the present year, and which seems to have been but little injured by use during that period. Wire ropes also, but of a lighter size, have been procured for the slips for hauling out section boats at Johnstown, Hollidaysburg and Columbia, one of which has been in use for two seasons, the other two have done the work for one season. A wire rope for plane No. 10, of the Portage railroad, has also been ordered, which has been manufactured and delivered at that plane, and which will be put on it in the spring.

So far as these wire ropes have been tested, they bid fair to answer the purpose ; and, if the experiment shall ultimately prove successful, a large annual saving will be made to the Commonwealth, by their substitution for hempen ropes.

#### OLD CLAIMS.

Since the first of February, 1842, the Board have acted upon 536 claims for damages, allowances, &c., amounting in the aggregate, to the sum of \$552,177 73. On these claims the Board awarded the sum of \$50,474 56.

The Board were induced to decide on all the claims prepared for their action, before the 1st of December, 1843, so as to permit the claimants to enter their claims upon the books of the Auditor General, before the expiration of the limitation of the act giving them that privilege.

The only claims now before the Board, are for damages to land on the unfinished portions of the North Branch and the Erie extension. It is neither the interest of the Commonwealth, nor of the claimants, that claims of this character should be settled until the works are completed or abandoned. Until one or the other of these events transpire, the proper measure of damage cannot be correctly ascertained.

## THE REDUCTION OF OFFICERS AND EXPENSES.

The Board have found the policy of extending the lines of Supervisors and Foremen, and thereby reducing the number of officers, to be a good one. The plan works well. The business is better attended to, and at a greatly reduced expense to the Commonwealth. Supervisors are generally prone to make unnecessary repairs; and, when their lines are short, and their number consequently large, it is impossible for the Board to keep that watchful eye over their expenditures and management, which is so essential to a proper and judicious system of economy. The result of the reduction in their number, is seen in the reduced expenditures for repairs. During the year there has been but one Supervisor on the Beaver division, Erie extension and French creek feeder, 163 miles; one on the Western division, 104 miles; three on the Juniata and Eastern divisions, 173 miles; one on the Delaware division, 60 miles; two on the Susquehanna and West Branch divisions, 116 miles; one on the North Branch division and extension, 163 miles; and one Assistant Supervisor on the Columbia railroad, 82 miles.

In addition to this, other useless agents have been dismissed, and curtailments made in the various branches of expenditures; a partial list of which was presented to the last Legislature.

By these means, a system of economy has been introduced and promoted, which has resulted in a saving of about \$500 per day to the Commonwealth.

---

In closing this report, the Board take the liberty of repeating their congratulations upon the present flourishing condition and future prospects of the principal portion of the public works. About to retire from the charge of the improvements, it is with no small degree of satisfaction that they can point to the increased profits from those improvements the present year, as the result of their anxious efforts to advance the public prosperity. The great object which they have constantly kept in view, has been so to discharge their duties as to produce the largest amount of revenue to the Commonwealth, and to afford every practicable facility to the citizens of this and other States using our public works. They have not for one moment been turned aside from the pursuit of that object, by the clamors of the disappointed or the interested. Regardless of the strenuous opposition which has been made to their efforts to enforce reforms, they have introduced a rigid system of economy, abolished numerous offices, and curtailed the expenditures. In pursuing this course, they felt that they were only acting with fidelity to the trust confided to their hands; and now, at the close of their official labors, they are fully rewarded for all their exertions, by being enabled to exhibit a clear profit for 1843, from the several lines of canal and railroad, over all expenditures and liabilities, of \$482,657 34; and to show to the people of Pennsylvania that it only requires the continuance and extension of the same system of economy and accountability, to make the improvements of the Commonwealth all that their most ardent friends anticipated from their construction.

All of which is respectfully submitted.

JOHN B. BUTLER,  
LEVI REYNOLDS, Jr.,  
WM. OVERFIELD,  
*Canal Commissioners.*







REPORT  
OF THE  
SUPERINTENDENT OF MOTIVE POWER,  
ON THE COLUMBIA RAILROAD.

---

*To the President and Board of Canal Commissioners of Pennsylvania:*

GENTLEMEN:—I have the honor to submit the following report and accompanying statement, exhibiting the amount of receipts and expenses, and showing the operations and condition of affairs on the Columbia and Philadelphia railroad, from December 1, 1842, to December 1, 1843.

By reference to the annexed statement, No. 8, it will be seen that the receipts from sources exceed the total expenses for the year ending November 30, 1843, the sum of \$204,317 09. In addition to this actual revenue, there has been an increase in the value of the stock on hand, as will be seen by statement No. 4, of \$9,481 38; which, added to the above, makes the actual profits of the road for the year, \$213,798 41.

It is with peculiar pleasure, in being associated with you, I am enabled to present so favorable a report of the works under my charge.

I have been greatly aided by the judgment, industry and untiring exertions of the different officers on the road, in the discharge of their respective duties, and the faithful manner in which the mechanics, engineers, firemen and laborers have discharged the duties assigned them, in producing this favorable result.

It may be proper to state, that every expense connected with the management of the road, including the construction of the necessary fixtures for transferring section boats to and from the canal and railroad at Columbia, (which cost about \$4,000); and, also, the expenses of maintaining the State trucks, is included in the items of expenses of repairs, and motive power, as deducted from the receipts in statement No. 8, producing the above result.

Under such circumstances, it must be a matter of great gratification to you, to behold this prosperous condition of affairs on a portion of our public works, which, previous to your administration, failed to pay the expenses of its management.

The expenses of maintaining motive power from February 6, 1839, to February 28, 1842, as will be seen by statement No. 6, amounted to \$745,759 64.

The expenses in the repair department, added to the above cost of maintaining motive power, more than exceeded the total receipts of the road during the same time.

In mentioning these circumstances, my object is to set forth, fully, the reform which has been effected under your administration on this portion of the public works. The importance of entrusting the management of them to competent persons, who will use constant, faithful and unremitting exertions, to render them productive, and to show the capacity of this road, when economically managed, to produce a revenue, which will meet the cost of management, the interest on the cost of its construction, and pay a revenue into the Treasury besides. I confidently believe, hereafter, with proper management, such will be the result.

The expenses of motive power, as exhibited in statement No. 3, considerably exceeds the estimate made in my report, December 1, 1842, which is to be accounted

for, mainly, in the increase of tonnage passed over the road this year, over last, which was made the basis of my estimate.

The receipts do not show a corresponding increase in consequence of the reduction of tolls made by the Board, which is equal to about thirty per cent. on the whole receipts of the road for the year.

In addition to the increase of tonnage, swelling the cost of motive power, is the charges which are included in the cost of motive power for maintaining the State trucks, and the construction of the necessary fixtures for transferring section boats to and from the canal and railroad at Columbia; also, the item of \$3,758 33 for transporting the United States mail over the road, and to and from the post offices on the route. This is a new item in the expenses of motive power. Formerly the contractor for the mail paid to the Collector, for the use of the road and motive power, as toll, \$150 per mile, per annum. By the present arrangement, the State contracts with the Post Office Department at the rate of \$200 per mile, per annum; and the whole amount received from the Department, is paid over to the Collector and credited as toll; consequently the expense of transportation over the road, and to and from the post offices on the route, is paid out of motive power funds.

The truck system has been fairly tested during the present season, and I presume there is not an unprejudiced mind, that has given the subject any attention, but will freely admit the superiority of the system over the old mode of conveyance. In order to accommodate the great increase of boats, built within the last year, with a conveyance over this road, it will be necessary to place upon the road at least six set more of trucks. If a sufficient number of trucks are not procured, a great amount of the trade will pass around the railroad by way of the Tide Water canal. I, therefore, look upon it as very important that an additional number of trucks should be procured by the opening of the navigation in the spring.

In addition to the statements relative to the motive power department, annexed, is the proper statements appertaining to the repair department, furnishing, briefly, all the information you require relative to the expenses of that department.

The road is, unquestionably, in a better condition at this time, than it has been at any time since its first completion. The general condition of affairs connected with both the repair and motive power departments, is such, that I deem it superfluous to go into detail in regard to the different items connected with them, which has been so frequently laid before the Board. Suffice it to say, that the business of the road has been conducted for the last year without a single interruption, and I believe to the general satisfaction of those doing business on it.

There has been less damage done to cars in passing over the road than usual, and not a single instance of damage by fire from locomotive engines, or an accident of any kind connected with the management of the road, by which injury was sustained to any serious amount, by any one passing over or doing business on it; all of which facts are the best evidences of the good condition of the road, the affairs connected with it, and the care and attention bestowed by those having charge of it.

A great improvement has been made in the spark arresters, used on the locomotive engines. When I took charge of the road, the common wire bonnets, placed over the top of the smoke stack, were generally in use. In passing under and through bridges, when necessary to lower the pipe, (which is done by a joint about midway of the smoke stack,) the protection, bad as it was, was entirely removed, and the bridges exposed to the free course of the sparks. It was usual for the damages to amount of from five to ten thousand dollars, to accrue annually on the road, from sparks from the engines.

The improvement which we have now in use, is on all the regular engines in service. It is placed below the joint in the pipe. The fact of not a single instance of damage by fire having occurred during the last year, is the best evidence that can be submitted in favor of the improvement. They have been built at the Parkesburg shop, under the superintendence of the manager and foreman.

The distance run by locomotive engines during the year, as exhibited in statement No. 5, is 406,140 miles, which makes the expense per mile run, 44  $\frac{53}{100}$  cents.

The repairs of the road have cost per mile run,  $13\frac{56}{100}$  cents per mile. Per annum, \$671.73.

The fuel for locomotive and stationary engines, shops, and depots, including items, wood and coal, has cost per mile run, (charging the depreciation of stock,)  $9\frac{73}{100}$  cents, equal to \$7.97 for each trip of 82 miles.

The total cost of motive power per mile run, (crediting the increase of stock, as stated in No. 4.) is  $30\frac{97}{100}$  cents.

The above results will compare favorably with any other road in the United States, taking into consideration the original defects in the location and construction of this road, and the nature of the tonnage which passes over it.

The number of cars passed over the road from December 1st, 1841, to December 1st, 1842, is 46,371.

The number passed over the road from December 1st, 1842, to December 1st, 1843, is 56,349; showing an increase in the number of cars passed over the road this year, over last, of 9.978.

I here submit a tabular statement, the result of which shows the average nett earnings, per mile run, by locomotives, per trip of 82 miles, the average nett earnings per day, per month, and per annum.

All the receipts and expenses of the road in both the motive power and repair departments, are taken into consideration in this calculation.

		Average gross earnings.	Average expenses.	Average nett earnings.
Per mile run.	-	$97\frac{18}{100}$	$44\frac{53}{100}$	$52\frac{65}{100}$
Per trip of 82 miles,	-	79.68	36.51	43.17
Per day,	-	1081.34	495.60	585.74
Per month,	-	32891.10	15074.47	17816.54
Per annum,	-	394692.17	180893.70	213798.47

Statement No. 1. Exhibits the Superintendent's account with the State Treasurer, in the motive power department.

Statement No. 2. The amount of motive power toll collected, and the expenses of motive power during the year.

Statement No. 3. An abstract statement of the expenses of motive power, and an estimate of the expenses of maintaining motive power for the year 1844.

Statement No. 4. The value of stock on hand December 1st, 1842, and December 1st, 1843.

Statement No. 5. The names and number of locomotive engines, cost and value, number of cars passed over the road during the year, number of trips made by locomotive engines, and total number of miles run by locomotive engines.

Statement No. 6. A comparative statement of the expenses in the motive power department, from February 6th, 1839, to February 28th, 1842, with the expenses since the road came under my superintendence.

Statement No. 7. Showing the total amount of old debts settled by me, from March 1st, 1842, to December 1st 1843, contracted prior to my appointment as superintendent, &c.

Statement No. 8. Shows the total amount of receipts and expenses of the road for the fiscal year ending November 30th, 1843, and the nett profit.

Statement No. 9. Shows the account with the State Treasurer in the repair department, the amount of road tolls collected during the year, and the expenses of repairs, and the excess of tolls over expenses in that department.

Statement No. 10. Shows the expenses for repairs from December 1st, 1842, to November 30th, 1843, the amount due for repairs when I took charge of the road, the amount since settled by me, exhibiting the amount yet due on old check rolls, bills, &c. Also an estimate of the costs of repairs for 1844.

In this report and accompanying statements, I have endeavored to present a clear view of the operations on the road, and their general results, the correctness of which I am prepared to substantiate to the satisfaction of any tribunal. If any explanation



of what is here submitted, should be required, I will be happy to furnish the information.

I am having prepared a list showing the names, and amount of money paid to each person performing labor, or services of any kind, or furnishing materials in either the repair or motive power departments, during the last year. It cannot be prepared in time to accompany this report, and it will be entirely too cumbrous to be attached. I will forward it when completed. I presume it may become useful and prove satisfactory.

In conclusion I deem it proper to state that on making my report December 1, 1842, I had in my hands the sum of \$2,567 23, received for old materials sold as there stated, which has since been paid over to P. F. Myers, Esq. Collector, and by him paid into the State Treasury.

I have in my hands at this time, as will be seen by reference to statement No. 8, \$2,173 48, received from the same sources, which is as yet unaccounted for to the Auditor General.

Respectfully submitted.

J. B. MOORHEAD,

*Supt. of M. Power and Supervisor of Repairs.*

SUPERINTENDENT'S OFFICE, Parkesburg, Dec. 1, 1843.

#### STATEMENT No. 1,

*Showing the Superintendent's account with the State Treasurer.*

To balance due the Commonwealth, December 1st, 1842,	-	\$ 945 87
Amount drawn from the Treasurer of Board of Canal Commissioners from December 1st, 1842, to November 30th, 1843,	- - - - -	167,727 41
		<u>\$ 168,673 28</u>
Amount paid for maintenance of motive power during same period. See statement No. 3,	-	\$126,796 34
Amount paid debts from March 1st to Dec. 1st, 1842,	16,885 23	
Amount paid on debts contracted prior to March 1st, 1842,	24,928 36	
	<u>- - - - -</u>	<u>168,609 93</u>
Balance due Commonwealth,	- - - - -	<u>\$ 63 35</u>

#### STATEMENT No. 2,

*Showing the amount of Motive Power Toll collected from December 1st, 1842, to November 30th, 1843, and the expenses of Motive Power during same time.*

Amount of motive power tolls collected as per reports of collectors,	\$ 190,510 85
Amount paid for current expenses of motive power,	\$126,796 34
Amount of expenses unpaid. See statement No. 3,	8,496 65
	<u>135,292 99</u>
	<u>\$ 55,217 86</u>
Amount to be received for transporting U. S. mail, as per contract, from September 30, to November 30, 1843,	- - - - - 2,733 33
	<u>\$ 57,951 19</u>
Excess of receipts over expenses,	- - - - -
To which may properly be added the increase of stock on hand. See statement No. 4,	- - - - - 9,481 38
	<u>\$ 67,432 57</u>



*Showing the expense of maintaining Motive Power from December 1, 1842, to November 30, 1843.*

## BOARD OF CANAL COMMISSIONERS.

ITEMS.	Amount paid.	Amount due.	Total.	Est. of cost for the year 1844.
Manager, foreman and mechanics at Parkesburg shop,	\$13,086 13	\$1,214 92	\$14,301 05	\$14,000 00
Engineers of locomotive engines,	9,311 00	820 00	10,131 00	10,000 00
Firemen of do.	6,539 35	522 51	7,061 86	7,000 00
Schuykill plane and depot,	7,977 74	654 29	8,632 03	8,500 00
Schuykill level,	3,185 00	285 00	3,470 00	3,400 00
Columbia depot and repair shop,	6,312 37		6,312 37	5,500 00
Transportation of the United States mail,	3,075 00	683 33	3,758 33	2,800 00
State agents on passenger trains and State trucks,	2,376 25	242 50	2,618 75	3,000 00
Watermen,	2,285 50	210 00	2,495 50	2,500 00
Horse power on Schuykill level at plane and Columbia,	4,358 04	1,004 00	5,362 04	5,000 00
Superintendent and clerk,	2,173 50	195 00	2,368 50	2,000 00
Moving and inspecting wood,	2,270 37	129 50	2,399 87	1,500 00
Water companies for water,	703 20	190 00	893 20	900 00
Sawing and splitting wood,	2,419 82	258 05	2,677 87	2,500 00
Oil,	4,615 33	81 00	4,696 33	4,500 00
Wood,	21,781 70	1,482 10	23,263 80	24,000 00
Materials for repairs of engines and State trucks,	10,837 79	330 30	11,168 09	8,000 00
Miscellaneous, stationery and printing,	1,234 45	25 00	1,259 45	800 00
Repairs of engines, trucks, &c. at other than State shops,	2,430 22		2,430 22	500 00
Castings,	2,362 99	169 15	2,532 14	1,200 00
Coal,	14,476 81		14,476 81	12,000 00
Rope for Schuykill plane,	2,983 78		2,983 78	3,000 00
	\$126,796 34	\$8,496 65	\$135,292 99	\$122,600 00

## ANNUAL REPORT OF THE

## STATEMENT No. 4,

*Showing the value of Stock on hand, including Locomotive Engines, December 1st, 1842, and December 1st, 1843.*

	Value December 1st, 1842.	Value December 1st, 1843.
Wood, - - -	\$ 12,147 62½	\$ 5,323 50
Anthracite coal, - - -	480 00	1,292 00
Bituminous do. - - -	3,172 50	7,380 00
Materials at Parkesburg shop, -	15,922 00	16,308 00
Locomotive engines, see statement No. 5,	224,600 00	235,500 00
	<u>256,322 12½</u>	<u>265,803 50</u>
Difference in favor of stock on hand December 1st, 1843,		<u>\$9,481 38</u>

[ For Statement No. 5, see next page. ]

## STATEMENT No. 6,

*Comparing the expenses in the Motive Power Department from February 6th, 1839, to February 28th, 1842, with the expenses from March 1st, 1842, to December 1st, 1843.*

Expenses settled in Auditor General's office up to March 31, 1843, contracted by James Cameron and Thomas Tustin, Esquires, see Senate Journal, 1843, 2d vol. page 291, - - -	\$810,154 43
Deduct for the purchase of new locomotives, - - -	103,363 69
Actual cost of maintaining motive power, settled to March 31st, 1843,	706,790 74
Expenses paid since that time by present Superintendent, and settled by Auditor General, - - -	21,260 62
Expenses settled since that time, under domestic creditor law, - - -	17,708 28
Actual expenses of maintaining motive power three years and twenty-two days, as far as settled, - - -	<u>\$745,759 64</u>
Expenses from March 1st, 1842, to November 30th, 1843, settled in Auditor General's office, - - -	\$216,070 83
Total liabilities contracted during same time, and unpaid, - - -	8,496 65
Total expense of maintaining motive power one year and nine months, - - -	<u>224,567 48</u>
Average expense per day for maintenance of motive power, from Feb'y. 6th, 1839, to Feb'y. 28th, 1842, - - -	\$667 64
Average expense per day under my superintendence, - - -	350 88
Difference in favor of present management—Per day, - - -	\$ 316 76
Per month, - - -	9,634 78
Per annum, - - -	<u>115,617 40</u>

## STATEMENT No. 5.

*Locomotive Engines on Columbia and Philadelphia railroad. 30th November, 1843.*

NUMBER.	NAMES.	Original cost.	30th November, 1842, Valued at	Present estimated value.	Total number of cars drawn, trips made, miles travelled, passed Parkesburg shop, from 1st Dec. 1842, to 30th November, 1843.		
1	Bald Eagle,	\$7,000	\$5,300	\$5,800	1448	256	19968
2	Brandywine,	6,400	5,500	5,500	1144	300	23400
3	Buchanan J.,	7,500	6,500	6,500	1441	87	6786
4	Cameron S.,	7,500	5,000	5,900	2014	147	11466
5	Clarke J.,	7,500	6,000	6,400	2696	175	13650
6	Conestoga,	7,500	5,500	6,000	2267	155	12090
7	Delaware,	6,317	4,500	4,500			
8	Downingtown,	7,500	5,500	5,700	2281	149	11622
9	Enterprise,	7,000	5,500	6,000	632	117	9126
10	Farmer, Wash. Co.	6,300	5,000	5,600	1120	111	8658
11	Gay, E. F.	7,500	5,500	5,700	1176	88	6864
12	Hubley, E. B.	7,500	6,000	6,300	2760	188	14664
13	Indiana,	7,500	6,300	6,500	2657	175	13650
14	Iron Grey,	7,500	4,000	4,000	57	6	468
15	Jackson, A.	7,500	6,500	6,500	2961	188	14664
16	Juniata,	6,400	4,200	4,200			
17	Keim, G. M.	7,500	6,000	6,500	4114	256	19968
18	Keys, H.	7,500	6,300	6,300	386	31	2418
19	Lancaster,	5,850	5,000	5,200	99	24	1872
20	Mississippi,	7,500	5,500	6,800	28	4	312
21	Montgomery,	7,500	5,500	6,800		2	156
22	Muhlenberg, H. A.	7,500	6,000	6,000	4016	250	19500
23	Octorara,	7,500	6,500	6,500	2201	138	10764
24	Ohio,	6,317	5,000	5,000	1135	102	7956
25	Old Berks,	11,000	6,000	6,600	1754	121	9438
26	Parkesburg,	7,500	5,500	5,500	859	57	4446
27	Packer, W. F.	9,000	6,000	6,000			
28	Paoli,	7,000	5,000	5,200	919	92	7176
29	Penn, W.	6,000	5,500	5,600		2	156
30	Pennsylvania,	6,317	5,500	5,500	1223	312	24336
31	Pequea,	7,500	5,500	5,600	3040	209	16302
32	Philadelphia,	6,317	4,500	4,400			
33	Perer, G. B.	7,500	6,000	6,300	2800	182	14196
34	Samson,	6,500	4,300	4,300			
35	Schuylkill,	6,317	4,700	5,000	471	68	5304
36	Snyder, S.	7,500	5,800	5,900	469	40	3120
37	Telegraph,	7,000	5,800	5,800	1556	297	23166
38	Virginia,	7,000	5,000	5,500	642	117	9126
39	Westchester,	7,000	4,600	5,700	8	3	234
40	Westmoreland,	7,500	6,300	6,400	3952	254	19812
41	Wisconsin,	7,500	6,000	6,000	2023	123	10296
		\$296,035	\$224,600	\$235,500	56349	4835	377130
		Number of miles travelled by locomotives on Schuylkill level,					29010
		Total,					406140

## STATEMENT No. 7,

*Showing the total amount of Claims settled in all the Departments contracted prior to my taking charge of the road.*

## MOTIVE POWER.

Amount of claims paid up to December 1st, 1842,	-	-	\$46,071	55
Amount of claims paid from December 1, 1842, to November 30, 1843,			24,928	36
Amount settled under provision of domestic creditor law,			66,931	46
Total amount of old motive power claims settled by me,	-	-	\$ 137,931	37

## REPAIR DEPARTMENT.

Amount paid as per my report, December 1st, 1842,	-	-	\$ 8,899	44
Amount paid from December 1, 1842, to November 30, 1843, out of general appropriation fund,	-	-	1,434	74
Amount of claims settled under domestic creditor law, as per certificates to Auditor General,	-	-	45,950	25
Amount paid out of appropriation of 29th September, 1843,	-	-	10,999	81
Total amount of old repair debts, settled by me,	-	-	\$ 67,284	24

## NORTH TRACK AND NEW WORK ON OLD LINES.

Amount of certificates to Auditor General, as per domestic creditor law,	\$ 58,759	84
--	-----------	----

## DAMAGES.

Amount of certificates to Auditor General, as per domestic creditor law,	\$ 8,438	20
--	----------	----

## ABSTRACT STATEMENT No. 8,

*Showing the total Receipts and Expenses on the Columbia and Philadelphia Railroad from December 1st, 1842, to November 30th, 1843.*

Amount of road tolls collected, as per report of Collectors,	\$199,274	51
Amount of motive power do. do. do.	190,510	85
Amount to be received from Post Office Department for carrying U. S. mail,	2,733	33
Amount received for rents and old materials sold,	2,173	48
	394,692	17

## EXPENSES.

For repairs of road from Dec. 1, 1842, to Nov. 30, 1843, see statement No. 10,	\$ 55,082	09
For maintenance of motive power during same time, see statement No. 3,	135,292	99
	190,375	08
Excess of receipts over all expenses for the year 1843,	\$204,317	09
To which may be properly added the difference in value of stock in the motive power department, Dec. 1, 1842, in favor of Dec. 1, 1843, see statement No. 4,	9,481	38
Nett profit,	\$213,798	47

NOTE.—The salaries of Collectors and Weighmasters are not included in the above expenses, being paid out of the appropriation for the expenses of government.



## REPAIR DEPARTMENT.

## STATEMENT No. 9,

*Showing the Supervisor's account with the State Treasurer.*

Balance due Commonwealth, December 1st, 1842,	-	-	\$ 16 93
Amount drawn from Treasurer of Board of Canal Commissioners, from Dec. 1, 1842, to Nov. 30, 1842,	-	-	56,100 00
			<u>\$56,116 93</u>
Amount paid for repairs, during same time, see statement No. 10,	-	-	\$46,567 88
Amount paid debts from April 1st to Dec. 1st, 1842,	-	-	8,019 78
Amount paid on debts contracted prior to April 1st, 1842,	-	-	1,434 74
			<u>56,022 41</u>
Balance due the Commonwealth,	-	-	<u>\$94 52</u>

## OLD DEBTS.

Amount drawn from the State Treasurer per act of 29th Sept., 1843,	-	-	\$11,000 00
Amount paid as per vouchers settled in Auditor General's office,	-	-	\$8,193 39
Amount paid as per vouchers in Auditor General's office,	-	-	2,806 42
			<u>10,999 81</u>
Balance due the Commonwealth,	-	-	<u>19</u>
Amount of road tolls collected as per reports of Collectors,	-	-	199,274 51
Amount paid for current expenses of repairs, as per state- ment No. 10,	-	-	\$46,567 88½
Amount of expenses unpaid, as per statement No. 10,	-	-	8,514 30
			<u>55,082 18</u>
Excess of tolls over expenses,	-	-	<u>\$144,192 32</u>

## STATEMENT No 10.

*Of Expenses for repairs from December 1st, 1842, to November 30th, 1843.*

	Amount paid.	Amount due.	Total.
For Assistant Supervisor, foremen, laborers, bridgemen, and switch turners,	\$33,277 87	\$7,079 74	\$40,357 61
Smith work,	1,102 25	304 75	1,407 00
Carpenter and wheelwright work,	388 89	80 00	468 89
Lumber, cross ties, &c.,	2,545 84	355 05	2,900 89
Castings,	8,711 10	668 72	9,379 82
Miscellaneous, stationery and printing,	350 41	26 05	376 46
Hardware, tools, &c.	191 42		191 42
	<u>\$46,567 78</u>	<u>\$8,514 31</u>	<u>\$55,082 09</u>

*Amount settled for repairs done prior to April 1, 1842, the amount yet due and an estimate of the amount required for repairs for 1844, as follows:*

Amount due as per my report December 1st, 1842,		\$112,612 71
Amount paid as per do do	\$8,899 44	
Amount of certificates to Auditor General, as per domestic creditor law, - - - -	45,950 25	
Amount paid from Dec. 1, 1842, to Nov. 30, 1843, out of general appropriation fund, - - -	1,434 74	
Amount paid out of appropriation of 29th Sept. 1843.	10,999 81	
	<hr/>	67,284 24
Amount due, - - - - -		<hr/> <u>\$45,328 47</u>

*Estimate of the cost of Repairs for 1844, as follows:*

Eighty two miles ordinary repairs, - - - -	\$33,000 00
Repairs of bridges, - - - -	3,000 00
Cross ties and mud sills, - - - -	2,500 00
Water stations, - - - -	400 00
Castings, - - - -	7,000 00
Smith work, tools, &c. - - - -	1,000 00
Miscellaneous, - - - -	500 00
	<hr/> <u>\$47,400 00</u>



